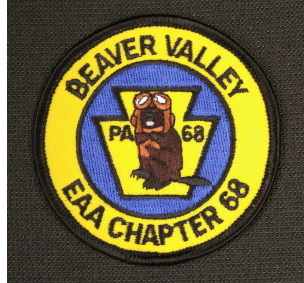


# Newsletter



*Beaver Valley EAA Chapter 68 founded 1958*

January 6, 2021

Vol.5 Issue 47

**The upcoming Installment dinner has been cancelled.** Yet another victim of our country's current health situation.

Despite the desire to push forward with the annual Installation Dinner the Board of Chapter 68 has decided to postpone our annual gathering that both recognizes club associates for their past accomplishments and officially installs newly elected officers for the new term.

The elected officers are not really "new" for 2021 since the last election resulted in a carry over of incumbents. We'll survive without being installed.

However our thanks are extended to Ed and Judy Campbell for their hospitality in planning to host the event.

Perhaps once the "stay inside" weather breaks we can congregate safely, social distance and all that, and get back to enjoying the fellowship of those that share our common interests.

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**On a new note:** I am considering expanding the content of the newsletter. Not because i'm looking for something to do, but it is one way to keep members informed about the Chapter and interested in our hobby. That being said I'm looking for input from you regarding additional content that I can include in the Newsletter.

I'm thinking a Calendar (with everyone's birthdays marked) might be nice. Personally I'm not a fan of advertising my age but I'm ok posting the date. What do you think?

Last month I included information from EAA homebase. I did that at the request of Charlie Becker. Normally i don't link information that's published in the EAA magazine since we all get that, so I'm finding it difficult to come up with interesting or useful print material. So if you have an idea for material, please let me know.



Well, since I have little else to share with you, and without tunnelling to deeply into the details, let me update you on my ongoing efforts to restore my Sonex back to an airworthy aircraft.

2020 has been one hell of a year.

I'm sure you all know that I damaged my newly finished Sonex airplane last year in a failed attempt to abort a takeoff. I guess it really wasn't a failed attempt to abort the takeoff, I did abort the takeoff successfully, it was the ensuing touchdown that caused me heartache. Fortunately I did not suffer any physical injury. So I guess that I can say that it was a good landing, by aviator's definition, you know the kind that you actually walk away unhurt, but not a great landing, afterall I did bend it up a bit.

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If you were to ask me (like the FAA guys did) if I considered the damage to be minimal or substantial, I'd have to say that as I surveyed the damage immediately after the incident my opinion was that the damage was substantial. The deciding factor in that assessment was that there was a prop strike which would lead to a complete teardown of the engine. That nudged me towards "substantial".

That was in September. Fast forward to December and I'm well into the reconstruction process. I changed my mind, it doesn't look all that substantial now.

I guess that I'm lucky in one aspect of this unfortunate situation. The Sonex project was just a hiccup away from a scratchbuild airplane. So I have full size blueprints, with dimensions for each and every part on it. That's little consolation to the effort though. Unbending an airplane is not for the faint of heart. I'm finding the effort much more difficult than building new. Example, A seemingly simple repair to an engine mount required an exorbitant amount of preparation. Yes, I suppose I could have just gone back to the factory and bought a new mount, but hey, where's the fun in that?

So, here I am, about halfway through with the necessary repairs, planning my next move. A little more time, a little more money, and I should be ready to point it into the wind, firewall the throttle, and enjoy the fruits of my labor.

P.S. This article didn't go in the direction that I originally thought it would go. Few things in this life do.

S.K.



I actually do have an update to share with you.

Today I chatted with Dan Lepkowski about his latest project. Dan likes Luscombes. In a previous edition his polished airplane was spotlighted. Hard to imagine an improvement on that but he did. Dan was able to find new old stock wheel pants. That's right. New...Old stock (for an airplane built over fifty years ago) I have to say that it is a very nice finishing touch.

But anyway, I digress.

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His current project is to be a highly modified Luscombe, originally built as a model A, subsequently modified to a model E, and now to be a...well I don't know what to call it.

Major mods will be clipping about 2 ½ ' off of the wings. and installing a Verner, nine cylinder, radial engine.

The Verner engine is a new Powerplant manufactured in the Czech Republic. The engine specs say 158 peak horsepower and 136 continuous horsepower, and 372 cu.in. displacement.

The wing mods are currently in progress, while the engine is being assembled.

Dan plans to take delivery of the engine in the first quarter of 2021 and is aiming at completion of the project late in 2021.



The wing mods are already in progress.

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This airplane was originally built in the early 1940's. The shape of the forward fuselage looks perfectly shaped for a round motor.

For additional engine data goto [www.vernarmotor.com](http://www.vernarmotor.com)

You won't find many of these conversions at Air Venture.

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*The Pres sez...*

We have decided to cancel the annual installation dinner this year. In conference with the other officers and board members I have reluctantly decided that our annual get together is a risk that we are not willing to take. I am looking forward to having an event in the near future when the risks have mitigated so that we can enjoy each other's company without worry or concern.

I am encouraged that our newsletter can be a forum and substitute for our monthly meetings until this crisis is over. I would ask the help of our membership to bring items of interest to the membership in the newsletter. I enjoyed the articles that members have submitted in the past, and I am sure that we can all come up with a range of topics and features that would serve our interests until things lighten up. Bring your hints and kinks, humor, stories, I'll never do that again articles, and whatever else you can think of to the newsletter for all of us to enjoy.

Remember that it is time to renew membership dues for the New Year.

We are somewhat fortunate in the fact that we are not saddled with great expenses that must be met. We are a lean operation with basically no overhead or expenses other than the Chapter renewal with headquarters, and the annual liability insurance premium. Without fund raising events, we rely on our membership dues to meet our basic expenses to guarantee the preservation of the Chapter. Thank you for your support in the past and I look forward to your continued support in the future.

Wishing all our members, family, and friends health and safety in the coming year.

*Tony*

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On the lighter side...

**Tower:** 95 Delta, do you read the tower?

**95D:** 675, sir

**Tower:** 95 Delta, Say Again

**95D:** I think it is 675.

**Tower:** 95 Delta, What do you mean by 675?

**95D:** I mean I think I read "Elevation 675 feet" on the tower as I taxied by for takeoff, but I am too far away to read it now.

**Tower:** 95 Delta, you are cleared to land. Please give the tower a call ON THE TELEPHONE after you have tied down.

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**PAO Twr:** "Mooney 23D, traffic is a Cherokee just entering downwind from the left 45."

**Mooney 23D:** "Uhhh, tower, 23D...only traffic I see is a Cessna."

(pause)

**PAO Twr:** "Mooney 23D, follow your traffic directly ahead, an, um, inverted Cherokee just abeam the numbers." :)

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**7MA:** Cessna 187MA is 5 NE, landing, with the numbers.

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**HYA:** Roger 7MA, make straight-in runway 22. Say type landing.

**7MA:** We're a Cessna 182.

**HYA:** Negative, say \*type\* landing.

**7MA:** Uh, 7MA is a Cessna 182 slant Uniform.

**HYA:** 7MA, I say again, say \*\*type\*\* landing.

**7MA:** (Silence) A good one I hope.

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**Controller:** AF123, say call sign of your wingman.

**Pilot:** Uh... approach, we're a single ship.

**Controller:** oooohhh! You have traffic!

Reminders.....

The annual Installation Dinner planned for January 16, 2021, is indefinitely postponed.

Officers: President Tony Pavilonis, Vice-President Dave Brunberg, Treasurer Dewey Clawson, Secretary Stan Kocuba

Board Members in addition to the current officers: Ed Campbell and Kenny Gray.

Newsletter Editor: Stan Kocuba

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